

## State Long Range Plan Update FAQ's

### 1. Why update?

- We want to start thinking about what factors influence our State's Transportation Future.
- Explore state, national and global trends that will influence our world in the coming years.
- Become better equipped to identify trends that will aid in the connectivity of services within Michigan.
- Use a forward thinking planning process that will benefit all, every workday.

### 2. What will the SLRP do for MDOT?

The updated SLRP should establish policy guidance, set a clear direction for the preferred strategic integrated transportation system we are planning for, that includes the following:

- a) Coordination among, and interface with, all modes for both people and goods;
- b) A strategy for recognizing and accommodating differences among regions of the State;
- c) Identification of strategic intermodal opportunities that promote accessibility and connectivity among the modes; and identification of missing connections and services in terms of accessibility among modes, and establishment of priorities to bridge these gaps;
- d) Identify, describe and prioritize current and future integrated transportation networks used for trade, tourism and national security;
- e) Promote the use of evolving operational technology;
- f) Identification of total needs and expected revenues;
- e) Involve partners in problem identification as well as solutions and include creative solutions such as public-public or public private partnerships, and leveraging funds across all stakeholders;
- f) Development of continuing strategies for enhancement of infrastructure, operations, and effective policy changes that will promote a fully integrated and interconnected system.
- g) Provide direction for modal plans and policies to ensure consistency with the SLRP;

- h) Develop strategies to promote safety and security;
- i) Identify social, environmental, and economic issues; and provide strategies to ensure the transportation system is socially, environmentally, and economically responsible;
- j) Collaborative development of statewide strategies that are consistent across organizations responsible for transportation planning; and
- k) Promote coordination of local land use planning, transportation planning, and development to maximize use of existing infrastructure, increase the effectiveness of investment, and enhance the vitality of local communities and the state as a whole.

Plans and programs for the modes that are part of the strategic intermodal transportation system should be prepared within common time frames. Each modal plan should incorporate a unique understanding of customer needs and related economic competitive issues for that mode.

### 3. What will the Plan look like and what will it contain?

Given the relatively recent completion of data-gathering, analysis, recommendations and report preparation for the 2025 Plan, and the environmental scan currently taking place for the Strategic Plan, the 2030 Plan will focus on the following elements during this two and a half year planning process:

- Updating and refining existing indicators of change;
- Forecasting 2030 population and employment at the region, county and local government levels;
- Creating a vision of what is the transportation system we are planning for; what will it look like, will it meet the vision(s) established at the MDOT SUMMIT and the Department vision?
- Refining goals and policies in response to changing issues;
- Developing a refined regional planning vision for both land use and transportation facilities;
- Preparing appropriate reports and maps to document and summarize the process.
- Throughout the planning process there will be concurrent outreach and promotional efforts to generate public interest, comments, participation and ideas.

## FAQ's About Planning

### 1. How are planning decisions made?

Planning decisions are made in a continuing, cooperative and comprehensive fashion. Continuing means planning decisions are made and revisited over time to ensure the decisions still make sense and are the best courses of action. Cooperative means there are many people, interest groups, agencies, and stakeholders involved. Everyone has a right to voice their opinion on the proposed decision. After hearing and carefully weighing all the opinions, the decision-making authority makes the planning decision. The decision-making authority is usually an elected or appointed board of people who represent the public at large. Comprehensive means that all relevant information and factors are considered in making the decision. Transportation planning decisions include consideration of environmental, social, economic, financial, political, land use, and equity information and factors.

## 2. Who can tell me what's being planned in my community?

There are four good sources. First, your city and county planning departments can tell you what is being planned on local streets and roads. They can also tell you about new housing projects, shopping centers, and other land use projects that may affect your local transportation system. Second, your local transit agency can tell you about changes in transit schedules, routes and service. Third, there is regional transportation planning agencies that cover all areas of the State. Your local agency can tell you what's being planned for the larger street, roads and highways in your area, as well as major transit and airport improvements. Finally, your local MDOT Region, TSC and Lansing offices can tell you what is planned for every state highway in and near your community.

Your local city and county planning departments and transit agencies are in the phonebook, under the Government listings. Many of them also have email.

## 3. What is the transportation planning process?

The transportation planning process is a problem-solving method. It provides information for decision-makers to consider while making policy, investment and other decisions related to the transportation system. The transportation planning process is carried out in the continuing, cooperative and comprehensive fashion described above. The process can be described in the following steps:

- Goal Setting (What do we want the future to be?)
- Problem Identification (What are the problems in reaching our goals?)
- Data collection and analysis (What is the current situation, projected issues, etc.?)
- Alternative Actions (What are possible solutions to fixing the problems?)
- Evaluation of Alternatives (What are the pros and cons of each solution?)

- Recommended Alternative (What is the best course of action to take?)
- Implementation (Carry out the solution or combination of solutions)
- Monitor and Feedback (What happened? Did the solution(s) solve the problem? Are there other problems?)

#### 4. How is the public included in transportation planning decisions?

Public involvement in transportation planning is an integral part of the consultative transportation planning process in Michigan. This consultative process permeates the entire transportation decision-making process and is accomplished through various public involvement opportunities depending on the needs of a given transportation plan, program or project. Through public workshops, hearings, open houses, task forces, citizen committees, commission meetings and the media, the public is informed of transportation planning issues and given opportunities to comment on such plans or programs. These occur at the local, regional or state agency levels.

For example, the statewide long-range transportation planning process that culminated in the 2025 State Long Range Plan update employed several strategies that resulted in an enhanced public participation process.

#### 5. How are transportation systems and land use connected?

The critical connections between land use and transportation are established both in statutes and in practice. On a practical side, maintaining a balanced relationship between land use and transportation assists Michigan in achieving statewide infrastructure needs, mobility, and support economic growth.

#### 6. What is our planning program's role in public participation?

The central role of the Bureau of Transportation Planning (BTP) in public participation is to provide department-wide leadership in public involvement by continually exploring opportunities in all our decision-making processes to increase public input and therefore, our effectiveness. The federal Transportation Equity Act for the 21st Century (TEA-21) is empathetic on the role of public participation in the transportation planning process. The BTP shares this renewed emphasis on broadening public involvement and has updated its Public Involvement Plan. This plan will help guide MDOT's efforts to identify and accommodate the needs of transportation customers throughout the state. This will create a resource for the department on effective public participation and explains how MDOT incorporates public involvement into the statewide planning process through the State Long Range Plan and the State Transportation Improvement Plan development processes

## 7. What is our division's role in congestion mitigation

Consistent with MDOT's mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life, improved mobility across Michigan, BTP is continuously working to develop and implement planning tools and activities to help address capacity on state highways and to help increase consumer mode choice. To achieve these goals, BTP provides system planning analysis and recommends transportation improvements, evaluates potential impacts of proposed developments on the transportation system, builds and maintains partnerships with regional/local agencies and the private sector to coordinate development and transportation decisions, and researches and deploys information technology to support mobility.

(Adopted from information on other state DOTs web sites)